



BRAKES ON... THROTTLE SET...  
**CONTACT**



**DECEMBER 2011**

www.eaa.org.za



**CHAPTERS: 322 575 923 778 843  
870 973 1262 1500 1501 1502 1503 1504**

THE OFFICIAL NEWSLETTER OF THE EXPERIMENTAL AIRCRAFT ASSOCIATION OF SOUTH AFRICA

Editorial/Karl's View .....	1
Aero Club 2011 Awards Ceremony .....	2,3
Peter Hengst Memorial Fly-in Brits .....	3,4
News from EAA Chapter 778 Port Elizabeth .....	4
EAA of SA President Paul Lastrucci - Report .....	4,5
News from EAA Chapter 870 Kroonstad .....	5
News from EAA Chapter 1262 East London .....	5
News from EAA Chapter 1503 Bloemfontein .....	6

**C  
O  
N  
T  
E  
N  
T  
S**

News from EAA Chapter 973 Krugersdorp .....	7
Where's Woldow - EAA SA member in the USA .....	7
Nuus van Chapter 1501 Volksrust .....	8
Members' Aircraft News .....	8
C-Wolf Project - Instalment #3 .....	9
Have you heard? .....	9
Aviation Legends Talk Show report .....	10
News from EAA Chapter 322 Johannesburg .....	10,11

## **EAA SA NATIONAL CONVENTION AND FLY-IN 2012**



**VENUE: MARGATE**

**27 APRIL - 1 MAY 2012**



### **Karl's View**



Wing Cdr Andy Green

The apparent lack of interest by young people in aviation, the ageing pilot and aviation aficionado population and the never-ending quest to arouse interest in the EAA, is not unique to our movement or the aviation industry.

With several of our members, I attended the John Orr IMechE lecture at Wits by Wing Commander Andy Green on 15 November which we publicised in the November 2011 CONTACT. Andy will be the driver of the Bloodhound SSC (supersonic car) that will be attempting a 1600 km/hour or 1000 mph world land speed record attempt in 2013. The record attempt will take place at Hakskeen Pan in the Kalahari Desert near Twee Rivieren. The car has already reached 1200 km/hour, the current land speed record. The 7 ton car is powered by a Eurofighter test engine with afterburner as well as a 17 ton thrust rocket motor. The vehicle has solid aluminium alloy tyre-less wheels which will be near their rotational limit at this incredible speed. Andy Green is a likeable personality with an engaging speaking manner flecked with a subtle sense of humour. With his team, they will undoubtedly achieve their lofty goal. He is using the speed record project to arouse interest in the field of mechanical engineering. This discipline is showing a looming worldwide shortage and the Bloodhound project will hopefully encourage young people to become mechanical engineers. According to Andy, there is a shortfall in South Africa of 34,000 mechanical engineers and allied professionals. The Bloodhound SSC is a project that he is using to attract young people into the field. The lecture was presented at universities around the country during the following fortnight.

This is a worthwhile marketing lesson for EAA of SA.



The Bloodhound SSC



## The Annual Awards Ceremony at at Birchwood Conference Centre, Boksburg on 5 November 2011

- by Karl Jensen

The Aero Club Awards Banquet 2011 was in my view a resounding success. This was mainly due to the meticulous organisation and careful planning and preparations by the Aero Club of South Africa (AeCSA) personnel and a few others prior to the event. The formal function at the Birchwood Conference Centre in Boksburg was attended by about 260 AeCSA members, family, friends and invited guests. This prestigious annual event is held to award National Colours under the auspices of SASCO and also to recognise the efforts of those members who achieve in competitive sport aviation both locally and internationally, promote and further the ideals of AeCSA and the 16 sections affiliated to AeCSA. Total individual membership exceeds 4000.

The most notable criticism of previous AeCSA awards functions has been the tedium and time consuming process of recognising all the officials and all VIPs and presenting the large number of awards, trophies, accolades, etc. This problem was addressed by careful planning with fair success in the execution of the formalities in slightly longer than an hour. The rest of the evening was taken up by a brief address by the AeCSA Chairman Col. Jeff Earle, and 2 air event trophies awards by African Pilot's Athol Franz.



AeCSA Chairman Jeff Earle, presents Jeremy Woods with a Silver Wings Certificate



Major Cuda Currie with the MC Karl Jensen

A thrilling audio/visual presentation on F-15E Strike Eagle operations in Iraq and Afghanistan by Major Kevin 'CUDA' Currie followed. 'CUDA' a combat veteran F15E pilot, is the USAF Air Attaché attached to the US Embassy in Pretoria.

Despite the success of an evening like this among friends with common interests, fine fare, immaculate décor as well as top drawer entertainment, the AeCSA organisers met afterwards for a post mortem on the function which is the pinnacle of the AeCSA year. Minute detail was dissected, with successes and perceived shortcomings by the organisers and participants addressed so that the 2012 event will be even better.

Those good people who attended the function must be commended for their support and any further constructive feedback will of course be considered.

I was honoured to act as MC at the function and was particularly proud of the EAA members who received awards as well as the 20 EAAers and their partners who attended the ceremony. The awards mentioned here are only those applicable to EAA members and have not been cut down.

### Youth Development Award - Certificate Recipient Jayson van Schalkwyk

**Citation:** **Jayson van Schalkwyk** is an accomplished professional pilot and EAA of S.A Young Eagles coordinator. He has led this initiative over the past year in an exceptional proactive manner by promoting and organizing the numerous Young Eagle events throughout the country. He embraced the EAA Young Eagles programme as a leader of this internationally recognized initiative, by visiting schools to seek and encourage the youth to pursue a career in aviation. He has encouraged the youth within this programme, offering tours of ATNS and a first flight experience in an airplane to experience and involve them in aviation, thus giving the EAA Young Eagles a taste of the many opportunities that involvement or a career within the aviation industry can offer. Despite a demanding flying job that results in him not always being available, he always co-opts and makes every effort to ensure there are volunteers and pilots to assist with the discussions, mentorship and the flying that enables the EAA Young Eagles to understand and feel how an aircraft flies so that the planting of the seeds of enthusiasm for whichever interest they may pursue, ignites the passion and the way forward to a future career in aviation.



Daniel Ralefeta, AeCSA Board Member, presents Jayson van Schalkwyk with the Youth Development Award

### Silver Wings Jeremy Woods

**Citation:** **Jeremy Woods** of EAA Chapter 322 is the founder and convener of the EAA Flying Legends Talk Shows. This monthly initiative, always packed to the rafters, has promoted camaraderie in the aviation community for the preceding 5 years in South Africa by sharing the experiences of many South African aviation legends and thereby giving recognition to those aviators who featured in the shows. Jeremy, ably assisted by his wife Anne-Louise, has successfully achieved a high level of interest and participation throughout the aviation community. The Talk Shows have become a monthly date not to be missed on the aviation calendar to share fascinating aviation experiences as exciting entertainment.



continued on Page 3...

### Gold Wings: Bill Keil

...continued from Page 2

**Citation: Bill Keil** (born Hugh Roderick Keil) was born on 30 Nov 1929, (shares his birthday with Winston Churchill), grew up in Rhodesia and learned to fly at Cranborne and Belvedere in the Royal Rhodesian Air Force, flying an aircraft the RAF called a Cornell, a Canadian version of the Fairchild PT-19. Bill also flew Harvard Mk Is and Mk IIs, Airspeed Oxfords and Ansons. After leaving the RiffRAF as it became affectionately known, he became a road engineer and worked for the Southern Rhodesian Government building many of the roads and bridges in Southern Rhodesia. During this time he also met a man called Woody Woods who convinced him to work for him in a brand new Company, 3M. Bill was one of the founding Presidents of EAA in South Africa, then with only one Chapter in SA, Chapter 322 - the very first EAA Chapter outside of the United States. Bill has amassed around 6000 flying hours on over 120 types.



Jeff Earle presents a Gold Wings Certificate to Bill Keil

### Gold Wings: Karl Jensen

**Citation: Karl Jensen** is arguably one of the most passionate ambassadors within all spheres of aviation in S.A. Following on from an impeccable professional career within the airline, Karl actively continues to encourage all form of aviation and related activities in S.A. Karl is visible and through his remarkable people skills, continues to instill passion and camaraderie amongst fellow aviators and the youth interested in aviation. His highest order involvement and contribution as an ambassador across many aviation spectrums and is active on numerous committees, sharing his exceptional wit and humour and furthering aviation in an admirable way. Karl has brought about a new level of active and fun filled participation within the EAA as past National President and Chapter Chairman of EAA Chapter 322 Johannesburg, the most active chapter in S.A. Karl's interest, support and enthusiasm from the smallest amateur built aircraft, all the way up to the biggest commercial airlines he flew for many years is remarkable. His exceptional service in participating, preserving and furthering aviation in all its forms in S.A. is truly commendable.

### EAA PETER HENGST MEMORIAL FLY-IN AND BREAKFAST - BRITS 12 November 2011

On Saturday 12 Nov, about 20 aircraft, 2 helicopters and 3 gyrocopters descended on a blazing hot Brits airfield to commemorate the passing of Peter Hengst in November 2007. Peter was Chairman of EAA Chapter 322 Johannesburg for 10 years. All visitors to Brits were personally greeted by Hans Schwebel of the BFC and provided with a Heart



Christel Hengst at the fly-in

Foundation Boere breakfast. We were graced by Christel Hengst, Peter's widow. Peter was a major driving force that helped Chalkie Stobbart to reach phenomenal achievements in general aviation in South Africa. Peter assisted and accompanied Chalkie in '92 when they flew to Oshkosh at 65 mph in a Fairchild F24 that Chalkie restored from a basket case shell. Chalkie also later rebuilt a Bücker Jungman for Peter. Payment for this effort allowed Chalkie to buy a slow-build RV6 kit. Chalkie and Peter flew the completed aircraft ZU-EAA to Oshkosh in 2003 to commemorate the centennial of the first flight of the Wright Brothers.



Peter Hengst in 2003



Deon Botha, Chairman Brits FC serves breakfast



Some of the 322 gang at Brits

continued on Page 4...

...continued from Page 3

They then flew to Kitty Hawk in North Carolina where the Wright Brothers first powered flight took

place before returning to SA via Newfoundland and the Azores. The Peter Hengst Memorial Fly-in Breakfast is an annual event that takes place on the second Saturday in November every year. This year's fly-in coincided with an ever popular fun nav rally operated by Frank Eckard and team from SAPFA.



Some of the visiting planes at the Brits FC



Eugene Couzyn arrived in his Alouette II



322 EAAs



Jeff Earle a flew in a brand new Sportsman

## NEWS FROM CHAPTER 778 PORT ELIZABETH - by Régo Burger

A special congrats to Tony Bailes' family/factory workers, A/P, etc, and Chalkie Stobbart on another successful RV to take to the skies. Well done folks. *[The RV-10 looks superb and we hope the new owner will join EAA if he is not yet a member! KJ]*



## EAA of SAA NATIONAL PRESIDENT REPORTS: Chapter 322's Jeff Earle, Jonty Caplan, Trixie Heron, Larry Homan, Geoff



Fish, Karl Jensen and I, along with a full house of engineers and speed enthusiasts, were in attendance at the annual John Orr lecture hosted by the South African Institute of Mechanical Engineers (SAIMEchE) at Wits University on 15 Nov. The topic "An Engineering Adventure" showcased the plans and progress leading up to the attempt to break the world land speed record here in South Africa at the Hakskeen Pan in the Northern Cape in 2013. The lecture was eloquently delivered by Wing Commander Andy Green, who also humorously fielded some questions at the end of the presentation.

The BLOODHOUND Super Sonic Car aims to be the world's first 1000 mph (1600 km/h) car. Powered by a state-of-the-art jet engine and a huge hybrid rocket motor, BLOODHOUND SSC will develop over 130 000 horsepower and cover 16 kilometres in 100 seconds from a standing start. However, the main aim of the project is education - to inspire the next generation of engineers with the sheer excitement of science and engineering, sharing the highs and lows of building and running the world's fastest car. It also puts to the test, the engineering creativity required to overcome the challenges in getting this 'missile' to achieve the goal of 1000 mph.

Wing Commander Andy Green, BLOODHOUND SSC's driver, is a Royal Air Force fighter pilot and holds the current World Land Speed Record. He outlined the captivating story with some riveting footage of how the current World Land Speed Record was set back in 1997, as well as the amazing science and technology behind the extraordinary new BLOODHOUND vehicle. South Africa has been chosen as the ideal place to attempt this remarkable new record, and the Northern Cape is preparing the world's best race track for BLOODHOUND SSC.

This is an ideal initiative to expose our youth to become our future engineers and pilots and it's happening right here in South Africa. "There are too many shrinks!" commented WC Andy Green, and the sciences are sorely taking a back seat. We must use this opportunity to share this adventure as a main thrust ('scuse the pun) in our own Young Eagles



The John Orr Auditorium during the lecture

...continued from Page 4

endeavours at Chapter level to set the scene for involvement in the fascinating world of the sciences.

Our evening was topped off by a couple of beers and a snack at the Sunnyside Park Hotel. Sincere thanks to Kim and Charles Pratley for inviting me along. For more information on this amazing endeavour here is a link to the website <http://www.bloodhoundssc.com/> Happy flying, building, and tinkering!

Paul Lastrucci



### NEWS FROM EAA CHAPTER 870 KROONSTAD - by Niel Terblanche

Congratulations to Theuns Welgemoed from our Chapter who eventually got his Savannah airborne after building for almost 5 years. The first flight of 30 min went flawless with only minor trim adjustments and a minor water leak that needed attention. Theuns has already flown about 5 hours proving flight time and he enjoys every moment.

I am making good progress with my RV 4 (ZU-FRV) project and is nearing completion of the fuselage (wings and empennage completed). Time invested is 900 hours+ over a 2 year period. Hopefully we will have it airborne next year if all goes to plan.



Niel's RV4 fuselage on its wheels

At the moment I am busy closing up the top section, all control Components are installed.

Between our chapter members we are at least getting one build project completed and airborne per year.

2010 - Hennie Roets RV7A ZU-FGE

2011- Theuns Welgemoed Savannah ZU-FCM

2012- Niel Terblanche RV4 ZU-FRV (hopefully!)

2013 - Well, we will see who's the next sucker for punishment.



I'd like to take this opportunity to wish all EAA members a Merry Christmas and a happy and Safe 2012  
Regards, Niel - Chairman EAA Chapter 870 Kroonstad



Theuns' ZU-FCM taxiing out for the maiden flight

### NEWS FROM CHAPTER 1262 EAST LONDON - by James Wardle

The weather has not been conducive to fair weather flying, with plenty of wind and now rain, not that we are unhappy with the welcome rains. Some of our members flew to Uitenhage for the weekend of the launch of the new club there and a few members went to the 80<sup>th</sup> anniversary celebrations of the Tiger Moth at Port Alfred in October. Here are some pics.  
Regards, James



## NEWS FROM CHAPTER 1503 BLOEMFONTEIN - Fun Fly-in to Tempe Airfield, 12 November 2011

Sincere appreciation to the following sponsors: Imperial GM Bloemfontein and Brian Emmenis of Capital Sounds. Other sponsors were:

Alec Salley of Salley's Yamaha and a member of Chapter 1503.

Rudi van Hynde of Sanitec Chemical Toilets.

Charlie Marais of Westline.

Brian Coetzee of Rampage Signs and a member of Chapter 1503.

Andre Pretorius of Pretorius Plant Hire.

Graham Wansberry of Tents for Africa.

Some of the people who attended: Robin Coss of Robin Coss Aviation, Mike Blyth of the Airplane Factory, Rainer Frieböse of Wings and Tracks, African Pilot and a full crew, Martin of Pipistrel, Neil Bowden of Air Adventure Tours, Dave Mandel and Richard Moore and their Awesome L39s, the Smith brothers' Slick 360 and Cruiser, Dieter Bock of Spoedbroek fame and his Lancair Legacy, Marc Kuster of Airwear, Karel Zaayman of the Aviation Shop, Peet Venter of JMC Hobbies and a host of supporters with state-of-the-art models, Sarel van Rensburg of Fantini Air, skydivers galore with the impressive Turbine Angel, John Miller, Hennie Roets, Cliff Lotter (Chairman, Chapter 1504 Klerksdorp), our own aerobatic ace Kobus vd Colff in his Zlin 50, Peter How in his Kitfox 5.

How many aircraft? All in all about 46 aircraft flew in. We had a gyrocopter in from Lady Grey, an R44 from the Karoo and Div Visser surprised us in his beautiful, Titan Tornado from Franschhoek.



Brian Emmenis interviewing Mike Blyth

The day's events: With a lot of help from Johan Laubscher we devised a detailed programme with slot times for various showcase features. Brian Emmenis consequently had to work his arse off keeping up with my never-ending list of participants. Brian was just absolutely amazing. The showcase idea worked exceptionally well and it helped to keep the day interesting.

The new EAA Chapter 1503 managed to cover the expenses for the day, charging a 1 day membership fee of R20/adult. We sold 804 day memberships at the gate, ably manned by my wife Lynette and three

daughters, Tiffany, Jaclyn and Jessica Anne. There were a number of food and snack stalls, of which Lucas and son Gerhard were the stars. Organizing the event was one enormous task, but I thoroughly enjoyed the buzz of putting it all together. There are a few things we can improve, but overall it was a hands-on fun experience for all. I saw kids looking at my Stearman's uncovered fuselage and wondering what on earth the thin aluminium birdcage was all about.

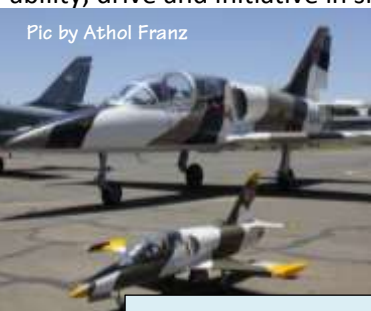
The 12-strong member force of the new Chapter 1503, did whatever I asked of them with drive and energy.

Mary de Klerk and Walter Wille put together a fun rally which got the support of 6 teams. Mary hijacked the prizegiving function and presented trophies and certificates to all the rally participants. The prizegiving was enjoyable fun event with antics by Walter

taking the mickey out of Mary for taking so long - only joking Mary! Mary, once again, illustrated her unselfish ability, drive and initiative in sharing her knowledge, skill and talent with others. Athol on his best behaviour, was even permitted to use the microphone. The evening festivities ended around midnight, with some of us even attempting to sing live.

To each and every one of you who assisted in making this event possible and a success, my sincerest thanks and appreciation. See you next year,

*Jack Onderstall*



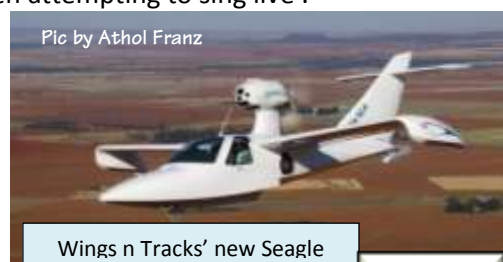
The L-39 line-up



Brian Emmenis, Jack Onderstall and Dieter Bock



Jack Onderstall and Mary de Klerk with Certificate recipients



Wings n Tracks' new Seagle



## NEWS FROM EAA CHAPTER 973 KRUGERSDORP - 19 NOVEMBER 2011

Under the chairmanship of newly elected Chapter 973 Chairman Anthony Spence, son of EAA SA founder Chairman Mike Spence, a meeting was held at Ricardo de Bonis' hangar lapa at FAKR. The meeting was attended by 35 enthusiastic members and guests including EAA SA National President Paul Lastrucci. There were also several members from the EAA of SA national council and Chapter 322 who all wish to see Chapter 973 grow healthily. Debate was robust with strong support for the Chapter to acquire their own hangar at FAKR as a permanent home for 973 activities. All strength to them!



Anthony Spence



Ron van Lear, Mike Spence, Paul Lastrucci



Some of the members and guests attending

## WHERE'S WOLDOW - OUR EAA OF SA MEMBER IN THE USA - Ric Woldow

I will start with an apology for missing last month's publication. Work and travel consumed too much time. Foreign destinations included China, Mexico, Arkansas and California.



Sunday November 20 was the last hurrah for the season. The winds laid down to less than 15 kts, unfortunately the temps dropped down too. I placed a heater in the cowl of the Stearman Saturday evening and got the oil up to 20° C, enough for a start and in only 20 minutes had the engine warm enough for flight. Despite waiting for the afternoon high of 7°C, it was very cold for this open cockpit pilot. I did stay up for an hour to stir the oil in preparation for draining and preserving for the coming winter months. I had to practise a few 'unusual attitudes' to insure everything was properly mixed. Now we have all the summer planes in storage - anxiously awaiting Spring thaws.

Some earlier fall flying included a birthday party for an ex WWII naval aviator. Although he trained in Stearmans, followed by a T-6, since mine are in Army Air Corps or Air Force livery, they would not be appropriate for the event. The closest thing to a Navy aircraft is the Lake amphibian, so that's what went. Although it was not true colours as the other aircraft at the party, it was still fun and appreciated. It has the 'fun meter' pegged on most flights as evidenced by many remarks. My passenger had never been under a bridge in an airplane, so he was surprised when I touched down and 'step taxied' under a span across the river (in an area I was familiar with). That bet had him buying fuel for the trip as well as a case of my favourite malted beverage.

Wishing you a safe and enjoyable holiday season. 2012 will be another opportunity for friendship and flying.



2 Grumman Avengers with Ric's Lake Amphibian in the foreground

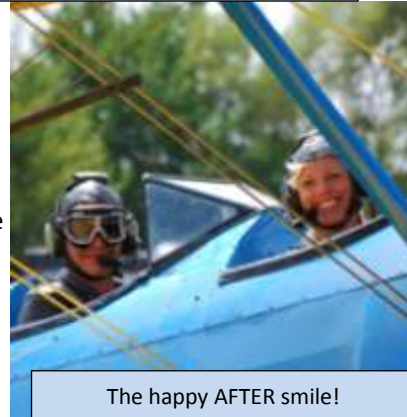


Airplanes at the Birthday Bash



The apprehensive expression BEFORE!

Here was a passenger I took for a ride. I work with her husband, and this was a surprise birthday present for her. If you see her face, it is not difficult to tell the before and after photographs. Her reaction (as they called it - magical transformation) to her first small airplane ride is a great part of the fun. I think EAA has it right that we need to have Adult Eagles rides. By taking her from fearful to fun, and have it witnessed by her children, has a multiplier effect.



The happy AFTER smile!

## NUUS VAN EAA CHAPTER 1501 VOLKSRUST - deur Engela Kemp

Met al die ouens hier gaan dit darem nog goed, ons het biki laag gelê na die lugskou, maar hier het darem dinge gebeur intussen. Gert van der Merwe het vir hom 'n Sling gekoop om te bou, en hy is alreeds halfpad, en doen baie netjiese werk.

Die Sparrow (Jan Kemp se Arrow) ZU-BBG kom Vrydag weer terug Volksrust toe na 'n paar maande in ICU. Ons is baie opgewonde want hy loop baie mooi, sal ook fotos stuur vir jou as hy die naweek hier aankom.

Die Tomahawk is amper gereed om te vlieg. Die weer was maar nie te lekker die afgelope maand of twee nie, en die manne kon nie veel vlieg nie. Groete van ons almal in Volksrust.

PS. Is jy nie lus vir n brekfis nie???? Kom kuier gerus. *[Dis nou n uitnodiging wat ons gerus moet reël! Ek vra vir volunteers om asb. na vore te kom om 'n lekker Boere ontbyt fly-in te koördineer! - KJ]*



Volksrust's J6 Karatoo with a smoke system



Jan Kemp's "Sparrow"



Gert vd Merwe's Sling under construction



## MEMBERS' AIRCRAFT NEWS



Raloh Hurwitz takes delivery of his Sling from Jean d'Assonville



Jack Onderstall's Legacy is now ready to fly after a rebuild



Archie Kemp's Cessna 195 ZS-BFW after a mishap in May 2009



BFW was flown again mid November 2011 by Brian Stableford

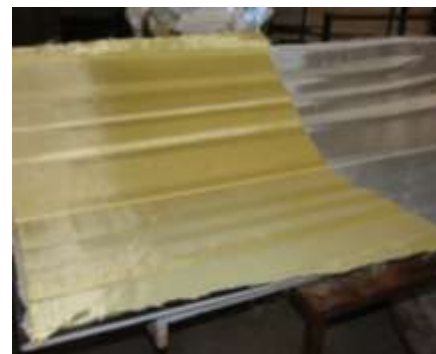
### C-WOLF PROJECT - INSTALMENT #3 - by Wolfgang Vormbaum



The mould of the highly modified jet-ski hull was painted with a 2K paint to impart a smooth surface as well as to seal the mould. The mould was then waxed and polished 7 times to stop the component from adhering to it. The part was then built up in the mould according to the specifications received from Francois Jordaan. The first layer was glass fibre to protect the Kevlar (actually Aramid, as Kevlar is a brand name) from the inevitable scuffs from beaching as well as to add stiffness to the structure.

Aramid is extremely tough and the ideal material for the bottom half of the fuselage due to its resistance to penetration from submerged objects when landing on water and its protection of the occupants in the event of an accident due to its energy absorption properties. The drawback is that it is less stiff than glass mat and has to be used in conjunction with other materials to create a stiff structure. This is the reason it is not used extensively in aircraft even though it is lighter than carbon fibre. A secondary drawback, especially with regards to the C-Wolf, is that Aramid is organic and hygroscopic - not a good thing for a flying boat. As they say, an aircraft is a whole lot of compromises, the choice is yours.

Once the Aramid was laid in the mould, it was followed by structural foam and more glass for stiffness. The whole lot was trimmed neatly on the sides, a layer of 'peel ply,' with suction tubing sewn in to it, was placed on top. This was followed by infusion mesh with the infusion tube sewn in the centre and both sides. The whole caboodle was then sealed on the mould with a clear vacuum bag and vacuum applied. Once we were happy with the depth of vacuum, resin was put into the funnel, the tube opened, and the outside air pressure pushed the resin into the mould, displacing the last pockets of air and completing the process of making the first flying component for the C-Wolf. The infusion itself took only 20 minutes, the layup and preparation took one and a half days. We cured the component for 16 hours at 50°C. The completed component weighs 10,55 kg.



### HAVE YOU HEARD?

**CONGRATULATIONS TO LIZA DOUBELL** Liza Doubell, wife of our EAA of SA National Treasurer Walter Doubell, received top honours from the South African Society of Occupational Health Nurses in November. Occupational health nursing is the field of nursing that manages the health of workers, mainly in factories. Liza manages the clinic of the Johnson Matthey factory where ±500 people are employed. Liza was presented with the 2011 Nurse of the Year award.



**LETTER FROM RIC WOLDOW:** I'm sure you get lots of these notes as you take so many Young Eagles and others flying. I don't take many passengers, but the feedback is positive even from this fairly old eagle. I think my next theme will be to recount a few of the rides given this season as my next Waldow topic - motivate some EAAers to be sure their plane is full this season. Wish I had more time to spend at the airport and in the air.

*Hi Ric, I just wanted to let you know you gave my neighbour, Brian Finch of Bloomington, an experience he'll cherish forever. He could hardly contain himself in describing his flight with you. I think he was more excited about flying in your plane than I saw him react to the birth of his grandchildren, ha. Thanks for going out of your way to give him a dream come true opportunity - Arthur Williams.*

*We unfortunately don't get many notes such as this one. Thanks for sharing it, Ric - KJ*

**NICO BRANDT** EAA Chapter 322 took his legs for an MPI and the AMO decided to replace a knee joint and fix a cartilage on the other one, in accordance with a recent CAA directive. Nico is recovering with our best wishes. We'll pull his legs soon!



**KEVIN STORIE** CEO Aero Club of South Africa will be addressing EAA Chapter 322 on Wed 7 December at 18h00 for 19h00 at the Dickie Fritz MOTH Hall in Edenvale on the purpose of the Aero Club, the advantages of being affiliated and how the AeCSA is preserving our right to the freedom of the skies, Kevin will also do a presentation on paragliding. There will be other audio visual entertainment too.

Delicious boerie and steak rolls will be on sale as well as tea, coffee and there's a great pub too!

**Come and join in the fun, entertainment and camaraderie**

## **ANOTHER FABULOUS EAA FLYING LEGENDS TALK SHOW WITH MIKE BLYTH, JAMES PITMAN AND JEAN D'ASSONVILLE FROM THE AIRPLANE FACTORY - by Jonty Caplan**

Thursday 10 October, time for another EAA Flying Legends Talk Show. There was a slight change in the usual format of host interviewing guests. The guests for the evening, Mike Blyth, James Pitman and Jean d'Assonville are the owners and directors of The Airplane Factory and the brains and the force behind the 2 seat and 4 seat Sling light aircraft. Aviation brought them together to form one of the most dynamic and energetic teams in our aviation community.

After much chatter and some terrific boerie and steak rolls, Jeremy Woods called the show to order. The usual announcement slot followed with acknowledgements of esteemed guests, the Aero Club Chairman Jeff Earle, Search and Rescue's Santjie White and Mary Stevens of SACAA. James Pitman took on the role of 'host' driving the pictures and leading the questions. The topic for the evening was the amazing trip Mike, James and Jean have just completed, flying their new Sling 4 prototype flying around the world in 46 days.

The auditorium was packed to the rafters and everyone was kept on the edge of their seats as the sometimes hair raising stories unfolded. James had put together a fantastic series of pictures. One showed Jean head first under the dash doing in flight carrying out running repairs to the avionics. The scariest moment on the trip occurred when a fuel pump failure caused the engine to momentarily stop miles out over the ocean! After that hiccup the trusty Rotax never skipped a beat all the way back to South Africa, a testament to really great design. The flight went east-bound from Johannesburg with some huge legs over ocean legs including crossing the Pacific to Hawaii and then to the US west coast at Los Angeles. It was here that Mike joined Jean to fly to Rio de Janeiro via the green sea of the Amazon jungle rainforest. Once in Rio, Mike announced that they intended to fly over 6000 miles direct to Cape Town, a trip never attempted before in a light aircraft. A special back seat ferry tank had been custom made to carry the extra fuel needed to complete the epic leg of note than 26 hours over the icy Atlantic Ocean. Well, they made it and I take my hat off to these three guys who are truly inspiring individuals, some will say crazy, but I say it is real living when you can do something that pushes the limits of who we are and what we can actually achieve when we apply our minds. James reiterated that it was not without the absolute dedication of The Airplane Factory staff who worked long hours to get the plane ready and the ultimate success of the flight. During the interval Charmaine Blythe picked out the lucky winners of our sponsored prizes. All too soon it was 10pm and Jeremy had to call it a night... one to remember. A huge thank you goes out to our volunteers who make our Flying Legends Talk Shows possible; Jeremy Woods organising and Anne-Louise doing the bookings emailing and the door assisted by Brian Appleton who also donated a fabulous book prize. Although we missed Gordon Dyne, Wolf Vormbaum and Steven Theron did a sterling job in the pub. The boerie and steak rolls were expertly braaied by chefs; Coen Swart, Pottie Potgieter, Mike Hartman and Ronnie Alcock. And last of all thank-you to the all those who managed to get tickets to attend what was undoubtedly one of the most thrilling talk shows ever and a fitting finale to the 2011 season.



Jeff Earle, Aero Club Chairman left, with the Airplane Factory team at the Aero Club Awards Ceremony after Mike Blyth, James Pitman and Jean d'Assonville received the James Gilliland Trophy for the Most Meritorious Feat over the past year.

## **EAA CHAPTER 322 JOHANNESBURG NOVEMBER 2011 MEETING - by Gordon Dyne**

EAA Chapter 322 held its November meeting last Wednesday, as usual at the Dickie Fritz MOTH Hall in Dowerglen. About 70 members of the Chapter and those who care about 'preserving the rights of free flight', attended yet another splendid evening. Thank you very much, Andrew van Lear, for standing in for your Dad Ron, at the helm of the braai. Ron had double-booked himself for the evening and rather than let all us hungry aviators down, had despatched son Andrew to stand in for him.

As the clock approached 19h00 our evergreen, ebullient, Peter Pan Chairman Captain Karl Jensen called us to order to run through the business of the past month and the month to come. Sadly, due to sickness and family problems, three of the prime speakers were missing. Without these three erstwhile characters the meeting was bound to be short, but in a fashion

*continued on Page 11...*

...continued from Page 10

known only to Karl, we were kept laughing or being serious until it was time for the well-earned break. Despite Mike's absence, Karl nevertheless proposed a great vote of thanks to him and his willing helpers for their sterling efforts in making our EAA dinner on the 22nd October, the success it was.

After a break for refreshments served with vigour by the youthful 80-year old veteran Wally, we all returned to our seats to enjoy 'Tales from the Tower' by veteran Air Traffic Controller, Bob Allison. Bob's talk was thoroughly interesting, serious and humorous. What does ATC stand for, Bob asked us: "Altogether Too Complicated? Alternate To Crashing? A Trifle Crazy? and my favourite, Always Talking Crap!" Nice one, Bob.

Amongst the audience was octogenarian and former ATC Chief Dick Haig. Dick was Bob's mentor all those years ago and served as an ATC in World War II. I am sure Dick enjoyed reminiscing with Bob on tales of yesteryear as much as the rest of us did. Many of us have flown in Bob Allison's air space and we would all agree that knowing Bob is at the other end of the radio is very reassuring. Thank you, Bob, for a great talk. Sadly 23h00 was quickly upon us and we departed for home. Ladies and gentlemen of 322 and guests, thank you very much for attending. Our next meeting will be Wednesday 7 December at 19h00. This Christmas meeting is a 'fun meeting' with lots of frivolity. Sizzling, succulent mouth-watering boerie rolls will be on sale from 18h00. Don't miss it. Everybody is welcome.

CONTACT is the official newsletter of EAA of SA. This edition was once again happily compiled by Karl Jensen and edited by Trixie Heron on 05 December 2011. All contributions gratefully received from all Chapters and members. Please submit material before the **last Wednesday** in the month to [editor@afskies.co.za](mailto:editor@afskies.co.za) or [karlpix@icon.co.za](mailto:karlpix@icon.co.za). Thanks to all who contributed to this edition of CONTACT - keep 'em coming!

On behalf of the 'entire staff'  
at the CONTACT offices throughout South  
Africa and the whole wide world, I wish you and your  
your loved ones a very happy Christmas and may 2012 be  
filled with good health, great flying and all you wish  
for. I thank every one of you who have contributed to  
CONTACT (please don't stop) and our 'millions' of  
readers around the world. 'Tis the season  
to be jolly.... fa la la la, fa la laaaaaah!

